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AUTHORITY

ago, d/a ltr, 29 apr 1980

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DEPARTMENT OF THE ARMY
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WASHINGTON, D.C. 20310

ACSFOR
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IN REPLY REFER TO

AGAM-P (M) (22 Nov 67) FOR OT RD-670509

29 November 1967

SUBJECT: Operational Reports--Lessons Learned, Headquarters, 10th
Transportation Battalion (Terminal), Period Ending 31 July
1967

TO: SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation by
USACDC in accordance with paragraph 6f, AR 1-19 and by USCONARC in
accordance with paragraph 6c and d, AR 1-19. Evaluations and cor-
rective actions should be reported to ACSFOR OT within 90 days of re-
ceipt of covering letter.

2. Information contained in this report is provided to insure
appropriate benefits in the future from Lessons Learned during current
operations, and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

C. A. Stanfiel

C. A. STANFIEL
Colonel, AGC
Acting The Adjutant General

1 Incl
as

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Wash DC 20310
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STATEMENT #2 UNCLASSIFIED

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DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-DOC

3 August 1967

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
RCS CSFOR 65

THRU: Commanding Officer
Cam Ranh Bay Port
124th Transportation Terminal Command
APO 96312

TO: Commanding Officer
United States Army Support Command, Cam Ranh Bay
APO 96312

SECTION I
SIGNIFICANT EVENTS

A. COMM.LND:

1. The 10th Transportation Battalion (Terminal) engaged in cargo handling operations every day (92 days) of the reporting period.

2. Command Group Activities: None

B. PERSONNEL, ADMINISTRATION, MORALE AND DISCIPLINE:

1. This report period saw a change in many key officer personnel. At the end of the report period, new personnel were as follows:

- a. S-1: Cpt William B. Hirtle
- b. S-3: Maj Nestor A. Milan
- c. S-4: Cpt Clyde Shelly
- d. CO, 116th Trans Co: Cpt Albert R. Heffner
- e. CO, 155th Trans Co: Cpt John I. Anglin
- f. CO, 410th Trans Co: Cpt Howard S. Steed
- g. CO, 870th Trans Co: Cpt Joseph L. Creasy

2. For two and one-half months of the report period, this battalion did not have a qualified maintenance officer.

3. An addition to the good morale of the battalion should materialize with the completion of a sports field area, a project begun in this report period. The estimated completion date is 15 August 1967 upon which time an intramural sports program among the units will be initiated.

C. INTELLIGENCE AND COUNTERINTELLIGENCE: None
FOR OF CA FILE
670509

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D. PLANS, OPERATIONS, TRAINING

1. There were no major changes in the mission responsibility of the battalion during the period covered by this report. Units assigned or attached remain engaged primarily in pier operations with some operational commitments in the stream. One unit, the 565th Trans Co (Tml), received the additional assignment of maintaining an alert status for possible deployment for the first two months of the report period.

2. Tonnage handled by the battalion's assigned units and contractors for the months of May, June, and July was 104,595 s/t, 132,928 s/t, and 127,387 s/t, respectively. Tonnage handled continued to be reduced in May from the previous period because of a lack of ships to work. Thirty-three (33) company days out of a possible 155 had zero (0) tonnage for that month. This compares with zero (0) company days lost in June and five (5) company days lost in July due to lack of ships.

3. This period saw the loss of the two (2) berths of pier 4. Sea Land Corporations began its construction to convert pier 4 into strictly their method of cargo handling with two pier gantry cranes.

4. The loss of these two (2) berths combined with the large "rotational hump" experienced by the 410th Trans Co created several relocations of unit work areas. The 410th Trans Co was moved from pier 2 to serve in support of other units in the battalion. The 116th and the 565th Trans Co are now assigned to pier 1 and the 870th is assigned to pier 2. The 155th Trans Co continues to be assigned to the ammo pier. Vinnell Corporation remains on pier 3.

5. The loss of two (2) berths and the loss of a large number of personnel, in addition to the fact that one company was transferred from the battalion prior to this report period would lead one to expect a proportionate decrease in tonnage handled. However, an increase in the number of MHE in the battalion during this period combined with command emphasis on maintenance and management inspections to maintain the MHE at a better operational level resulted in figures of cargo handled for this period that compared favorably with past performance.

6. The increased efficiency in maintenance of equipment and a greater command interest in close supervision of personnel resulted in two new port records. The 155th Trans Co recorded a total of 37,064 s/t in the month of June for a new one month record. And, on 23/24 June the battalion handled 7369 s/t of cargo for a new 24 hr record.

7. Having a greater MHE availability during this period resulted in the following:

- a. Reduction in the turn-around time of vessels.
- b. Reduction in congestion on piers with the resulting decrease in safety hazards and damaged cargo.

c. Better cargo handling rates for each unit.

8. No troop movements occurred during the period of study.

9. Increasing emphasis on training has been made in this period. In addition to the mandatory training as required by USAFV Reg. No. 350-1, units in the battalion have had the following number of training days:

a. 116th Trans Co: 8 days

b. 155th Trans Co: 8

c. 410th Trans Co: 1

d. 565th Trans Co: 19

e. 870th Trans Co: 2

10. Additional training has been undertaken by selected individuals in the battalion in the Field Sanitation Team Course, Explosive Ordnance Reconnaissance Agent class and Offensive Patrol and Ambush Techniques Course. These personnel returned from their training to further instruct their respective units on the subjects they learned.

11. Attached to this report as Inclosure 1 is a copy of the "Capability vs Actual Performance" study for the 10th Battalion for the period April, May, and June. This performance study provides further information on the operations of the battalion for the stated period.

E. LOGISTICS: None

F. SPECIAL STAFF SECTIONS: None

SECTION II, PART I

OBSERVATIONS (LESSONS LEARNED)

A. PERSONNEL

MOS UNQUALIFIED PERSONNEL

1. ITEM: Personnel not MOS qualified as stevedores.

2. DISCUSSION: All units in the battalion experienced a large percentage of its personnel not having stevedore MOS's and/or stevedore experience. In many cases personnel assigned have had military school training in MOS's other than stevedoring; i.e., MOS's of military police, infantry, veterinarian, aircraft mechanic. Few of these have had little, if any, stevedoring experience.

b. Inexperienced personnel in actual working conditions created greater safety hazards and resulted in less cargo handled. OJT in most cases was sufficient to get personnel operating at an acceptable efficiency. However, operational requirements prevented too close a supervision of the OJT program. The result oftentimes was an improper and unsatisfactory

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method of cargo handling learned.

c. The information on mal-assigned personnel is included on the recurring "Personnel Information Roster" submitted to higher headquarters. However, no direct request has been submitted through channels requesting review and correction of the problem.

3. OBSERVATION: To preclude a slowdown in unit operations, decrease in safety of personnel, an increase in cargo handling damages, and a letdown in morale caused by mal-assignment, it is recommended that replacements be programmed into an OJT course in CONUS prior to departure for the 10th Battalion.

PERSONNEL RECORDS

1. ITEM: Delayed or missing personnel records.

2. DISCUSSION: Diversion of personnel from original assignments, primarily officers and EM in grades E-7, E-8, & E-9, has created some long delays in receipt of personnel records. This has created problems in getting security clearances for access to classified documents when their duties required. Other personnel with delayed or lost records have difficulty in getting paid. Personnel actions such as courts-martial and shot requirements are being hampered by lack of records.

3. OBSERVATION: Personnel Services in Cam Ranh Bay become aware of each person assigned to this battalion who arrive without their records. The problem of inability to obtain security clearances for key personnel has been brought to the attention of Personnel Services. It is hoped that information provided by the 10th Battalion will provide justification for reconsidering the system of allowing at least officers and EM of the higher grades to hand-carry their individual records.

B. OPERATIONS

LOW-MAST FORKLIFTS

1. ITEM: Increasing requirement for low-mast forklifts.

2. DISCUSSION: Although the use of low-mast forklifts has been infrequent due to its unavailability, this battalion has arrived at the following conclusions as to its value.

a. Essential for operations in the wings of the hatches of about 60% of ships worked by this battalion. If a low-mast forklift is not available, the method of "snatching" the cargo is used for these locations with a resulting increase in damaged cargo.

b. Shortens by as much as a day the time required for discharging a cargo ship.

c. Increasing use of containerization makes the use of forklifts a necessity in all the hatches.

USE OF STAGING AREAS

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1. ITEM: The use of staging areas reduce idle hook time (IHT) when few trucks are available or when truck turn-around time is slow.

2. DISCUSSION: Nonavailability of trucks has been the principle cause of idle hook time. A staging area was prepared for use in support of operations at pier 3. The effect was a dramatic decrease of about 60% of idle hook time. The week before opening the staging area recorded 384 hours and 55 minutes of idle hook time due to truck delays. The week following the opening of the staging area saw a decrease of IHT to 180 hours and 20 minutes. The succeeding weeks of study showed similar improvements with the idle hook time dropping to as low as 75 hours and 40 minutes for a one week period.

3. OBSERVATION: More data is being collected on this item to determine the effects of as many variables as can be identified. Initial results of this staging area near the point of discharge for pier operations definitely decreases the time required for complete discharge of a vessel when the problem of nonavailability of trucks or slow truck turn-around occurs. The staging area makes better use of available trucks, decreases idle hook time, and reduces congestion on piers. Attached as Inclosure 2 to this report is the initial report on this item.

ADVANTAGES OF 4-WAY SKIDS

1. ITEM: The use of 4-way skids on boxes of H490, 2.75 rockets has greatly improved the cargo handling characteristics of this cargo.

2. DISCUSSION: The use of 4-way skids on boxes of H490, 2.75 rockets assisted greatly in removing the pallets from the wings of the hatches. Pallets could be lifted from any angle, thus shortening discharge time and minimizing the hazards of handling this type of cargo.

3. OBSERVATION: Use of 4-way skids decreases discharge time and decreases damage to cargo. An increase in its application and use is recommended. An evaluation of this item by the unit in the 10th Battalion that discharged the cargo was forwarded to higher headquarters for further review.

C. TRAINING AND OPERATIONS: None

D. INTELLIGENCE: None

E. LOGISTICS

UNSERVICEABLE M-5 KITS

1. ITEM: Unserviceable protective ointment kits, M-5.

2. DISCUSSION: The protective ointment kits, M-5, received from depot by this battalion are in many cases unserviceable due to rust and/or corrosion. In all cases of an unserviceable kit, a turn-back to the depot was made and a replacement kit was requisitioned.

5

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3. **OBSERVATION:** No prior recommendation has been forwarded by this battalion due to its limited supply of M-5 kits to observe. However, if continued evidence of excessive rust and/or corrosion exists in other units' M-5 kits, it is recommended that better protection from effects of climate and prolonged storage be studied at the packaging point and be stressed at the storage areas.

SECTION II, PART II

RECOMMENDATIONS

A. PERSONNEL:

1. Increased emphasis should be made by command channels to provide for effective continuity of personnel replacements in order to reduce critical "rotational humps".

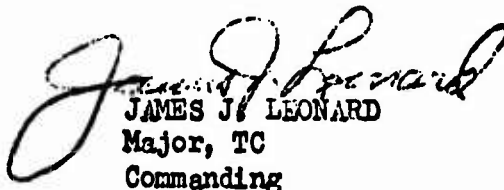
2. It is recommended that greater importance be placed in assignment of qualified maintenance personnel. A strong maintenance program managed by qualified personnel is necessary to support operations.

B. OPERATIONS: None

C. **TRAINING AND OPERATIONS:** Junior officers should be programmed through the officer's stevedore course in CCNUS prior to assignment to a terminal service unit in the 10th Battalion.

D. INTELLIGENCE: None

E. LOGISTICS: None


JAMES J. LEONARD
Major, TC
Commanding

1
AVCA CR-P-2 (3 August 1967)

1st Ind

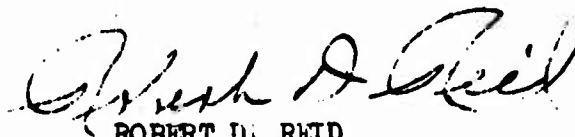
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
RCS CSFOR 65

HQ, Cam Ranh Bay Port, 124th Trans Tml Comd, APO 96312, 8 August 1967

TO: Commanding Officer, US Army Support Command Cam Ranh Bay, APO 96312

The basic report adequately reflects the operations and activities of this battalion for the reporting period, and I concur in the recommendations of the Battalion Commander.

TEL: CRB 4318



ROBERT D. REID
Colonel, TC
Commanding

AVCA CR-IO (3 Aug 67)

2d Ind

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
(RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND CAM RANH BAY, APO 96312 22 Aug 67

THRU: Commanding General, 1st Logistical Command, APO 96307
Commanding General, US Army Vietnam, APO 96375
Commander-in-Chief, US Army Pacific, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

The inclosed Operational Report submitted by the 10th Transportation Battalion (Terminal) adequately reflects the activities of the unit for the period endicated with the following comments.

a. Section I, Paragraph 2. Headquarters, USASUPCOM-CRB was unable to assign a Motor Officer (MOS 632A) to the 10th Transportation Battalion during the period May-July 1967 because of a command-wide shortage in MOS 632A. A Motor Officer MOS 632A was assigned to 10th Transportation Battalion on 10 July 1967.

b. The unit identification code number is WCKYAAA.

c. Section II, Part I, Paragraph A. Concur with observation that enlisted replacements programmed for Stevedore MOS duties be MOS qualified in CONUS. It should be noted, however, that a lapse in the replacement stream of MOS 57A (Duty Soldier-Stevedore) in time to offset large losses necessitated the rapid assignment of enlisted personnel in other career groups to insure continuity of operations.

d. Section II, Part I, Paragraph B, Low-mast Forklifts. Unit has submitted request for MTO&E, though due to the present moratorium, the request was returned without action.

e. Section II, Part I, Paragraph B. Advantages of 4-way Skids. Concur. The 4-way pallet will further permit selective sampling of ammunition on large storage pods for surveillance requirements and for general rewarehousing. Some difficulty has been experienced, however, in that

9 AVCA CR-IO (3 Aug 67)

2d Ind

22 Aug 67

SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
(RCS CSFOR-65)

the prongs of the forklifts have tended to break the metal banding when entering and on leaving the side of the pallet which is perpendicular to the direction of the banding. This could be resolved by recessing the bands on the under carriage of the pallet.

FOR THE COMMANDER:

1 Incl (2 copies)
as

s/C. P. Armstrong
t/C. P. ARMSTRONG
Captain, AGC
Asst. AG

10

AVCA GO-O (3 Aug 67) 3d Ind
SUBJECT: Operational Report for Quarterly Period Ending 31 July 1967
(RCS CSFOR 65)

HEADQUARTERS, 1ST LOGISTICAL COMMAND, APO 96307

14 SEP 1967

TO: Deputy Commanding General, United States Army Vietnam, ATTN:
AVHGC-DH, APO 96375

1. The Operational Report - Lessons Learned submitted by the 10th Transportation Battalion for the quarterly period ending 31 July 1967 is forwarded.

2. Reference page 4, 1st item: DA message 826609, dated 4 August 1967, specifies that all replacements (officer and enlisted) will now hand-carry personnel records to their new duty station. This message was retransmitted to all major subordinate commanders on 14 August 1967.

3. Reference page 4, paragraph B1, and last page of Inclosure 1, paragraph (6)(b): The short mast fork lifts presently in-country are earmarked for the Sea-Land Containership Program and are not authorized for other uses. Presently there are 49 in Saigon, 15 in Cam Ranh Bay, and 21 in Qui Nhon. If short masts are desired for other uses, requirements should be determined and requests for authorizations submitted through command channels.

4. Reference page 5, last item: Concur with unit comment. After packages are opened, organizational maintenance is responsible for preservation by cleaning and painting.

5. The UIC of the reporting unit is WCKYAAA.

6. Concur with basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER:

TEL: Lynx 430/782

1 Incl
nc

Timothy S O'Hara
TIMOTHY S. O'HARA
1ST, INF
Acting Asst AG

11
AVHGC-DST (3 Aug 67) 4th Ind
SUBJECT: Operational Report-Lessons Learned for the Period Ending
31 July 1967 (RCS CSFOR-65) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375: 7

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-OT,
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 July 1967 from Headquarters, 10th Transportation Battalion (Terminal) (WEKYAAA) as indorsed.

2. Concur with basic report as indorsed. Report is considered adequate.

FOR THE COMMANDER:



1 Incl
nc

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GPOP-DT(3 Aug 67)

5th Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 July 1967
from HQ, 10th Trans Bn (Terminal) (UIC: WCKYAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558


27 OCT 1967

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

1 Incl
nc


F. OSBOURN
MAJ, AGC
Asst AG

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CAPABILITY VS PERFORMANCE STUDY

TOE 55-117D

1. Branch of Service: Transportation Corps.

a. Transportation Terminal Service Company TOE 55-117D.

(1) Unit designation and location:

- (a) 116th Transportation Company (TS), Cam Ranh Bay
- (b) 155th Transportation Company (TS), Cam Ranh Bay
- (c) 410th Transportation Company (TS), Cam Ranh Bay
- (d) 565th Transportation Company (TS), Cam Ranh Bay
- (e) 870th Transportation Company (TS), Cam Ranh Bay

(551st Transportation Company (TS), Cam Ranh Bay, was assigned to 10th Bn until 14 April 67, but is not included in this study).

(2) Expected Capability:

At full strength, operating on a 20 hour per day, 2 shift basis or on a 10 hour per day, 2 location basis, at established terminal, or over beaches, the transportation terminal service companies can perform the following:

- (a) Discharge one standard five-hatch ship at the average rate of 720 S/T of general cargo daily (21,600 S/T monthly) or,
- (b) Load one standard five-hatch ship at the average rate of 500 S/T of general cargo daily (15,000 S/T monthly).
- (c) Sort cargo by technical service and load the cargo on an initial mode of transportation at the pier or at the waterline in a beach operation.
- (d) Prepare transportation documents for all cargo handled by the unit.
- (e) Account for the cargo handled.

(3) Planned Basis of Allocation: One Terminal Service Company per each 720 short tons of cargo to be discharged or 500 short tons of cargo to be loaded for each 20 hours of daily operation.

Enclosure 1

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(4) Actual Performance

(a) All units in the 10th Battalion consistently performed all their capabilities as expected over the past three months except for the discharge of 720 s/t of cargo per day. The actual performances of two units assigned exceeded their expected capabilities while three units went below their expected capabilities. The average short/tons handled per day were as follows:

<u>Unit</u>	<u>April</u>	<u>May</u>	<u>June</u>
116th	467 s/t	471 s/t	643 s/t
155th	880	1,014	1,235
410th	881	746	674
565th	783	445	512
870th	<u>556</u>	<u>508</u>	<u>540</u>
10th Bn Total	3,497	3,184	3,604

(b) The deviations from the expected capabilities of each unit to discharge 720 s/t per day can best be seen by comparing what the battalion as a whole actually performed versus what it was expected to perform. With five terminal service companies, the battalion has an expected capability to discharge 3600 s/t per day. It is noted that the actual performance fell short of this figure during the months of April and May. It is further to be noted that the tonnage was not evenly distributed among the five companies, even in the month of June when the battalion performed its expected capabilities.

(c) The principal reason for a lesser than expected performance was a decrease in shipping during the first two months in the period of study. During these two months a total of 40 company-days were not worked by the battalion; i.e., no ships were available for one company or another to work for 40 days. Shipping increased in volume again in June when not one day was recorded as having zero tonnage handled by any company.

(d) Although a real evaluation cannot be made of a unit's capabilities if sufficient cargo is not available for handling, the following observations can be made of the units' actual performances as compared to their performance in the 3rd quarter.

1. Personnel strengths have improved as a whole in the quarter under study as compared to the previous quarter. However, an average of 12% of personnel not present for duty has hampered the capability of the units to furnish all the gangs expected of them. Breakdown of personnel strength expressed in percent (%) present for duty is as follows:

<u>Unit</u>	<u>April</u>	<u>May</u>	<u>June</u>
116th	88%	94%	88%
155th	84	85	88

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<u>Unit</u>	<u>April</u>	<u>May</u>	<u>June</u>
410th	83%	92%	79%
565th	88	98	97
870th	84	85	85

2. Availability of forklifts have greatly increased over the last quarter studied. This increase in forklifts combined with the decrease in shipping has lessened the problems that existed in the 3rd quarter of the fiscal year.

(c) Factors that have adversely affected the rate of discharge of available cargo are as follows:

1. Repairs and construction on Pier 4 for 19 days in April and 17 days in May caused the 116th Trans Co to work assigned ships in the stream with accompanying reduction in tonnage handled due to lack of lighterage.

2. Shortages of trucks, vessel power and equipment failures, and unavailability of cranes for heavy lifts during various periods considerably affected the discharge rates for the 870th and 565th Trans Co.

(f) Factors that have resulted in performances exceeding the expected capabilities were as follows:

1. The 155th Trans Co consistently exceeded their expected capabilities because of the type cargo discharged. High density, palletized ammunition was the principal cargo handled by this unit. In addition an average of 12 electric forklifts were made available daily to the unit for use to handle the pallets.

2. The 410th Trans Co exceeded their expected capabilities for April and May primarily because of the RO-RO operations in which they were committed for those months.

(g) Conclusions: The performances that were below the expected capabilities of the units can be somewhat attributed to personnel strength levels, an unusual amount of in-the-stream operations for one unit, and unusual shortages of trucks and cranes during various periods for several units. However, the major factor for low tonnage figures during the 4th quarter of FY '67 was the decrease in shipping. Where vessels were available for discharge on a consistent basis and supporting power and equipment were available to the terminal service units, expected capabilities were almost always exceeded.

(5) Basis of Allocation Recommended: No change recommended.

(6) TOE Variations:

(a) During the report period the 155th Trans Co was given on the average of 12 electric forklifts. This aided considerably in the safe and rapid handling of the palletized ammunition.

(b) The battalion was augmented with 6-10 gangs of local hire Vietnamese

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stevedores daily during April, 2-6 gangs daily during May and 4-8 gangs daily in June. Average daily capability of a Vietnamese gang is inconsistent and cannot be justifiably calculated because of the large variation of this battalion requirements.

(c) Korean gangs have also been used for short periods of time to augment 10th Battalion units.

(6) Recommendations and Comments:

(a) Recommend that the terminal service units be maintained at full strength

(b) Recommend that at least four commercial forklifts in each unit be of the low-mast type to enable movement within the vessels to facilitate discharge of cargo.

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DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-CO

29 July 1967

SUBJECT: Use of Hardstand Between Piers #2 and #3

TO: Commanding Officer
124th Transportation Terminal Command
APO 96312

1. The attached inclosures represent an account of the Idle Hook Time experienced in cargo ship operations at Pier #3.
2. From the chart at inclosure number 1 it can readily be discerned that there was a radical drop in Idle Hook Hours (IHT) due to "no trucks". In explanation additional area was made available (hardstand) between piers 2 and 3 as part of the portable reefer yard was eliminated. Fork-lifting cargo from the ships hook to this area when trucks were not available measurably reduced IHT. This maneuver provides for increased rate of discharge and more effective use of available trucks. A final advantage recognized to some degree will be a faster ship turn around.
3. During the week 9 to 15 July four ships were worked at Pier #3. However, for five days a reefer ship was on berth. Reefer cargoes are loaded direct to trucks, have low cargo density, and require considerable time sorting in the hatches. This results in less IHT and lower tonnage.
4. Analysis of the data provided in the attached inclosures reveals that when the hardstand area was made available to support cargo operations at Pier #3 IHT was reduced by 66%. Tonnage increased by 500 to 2100 short tons.
5. Using this principle of operation recommend earliest action to provide hardstand in support of all pier operations at Cam Ranh Bay Port.

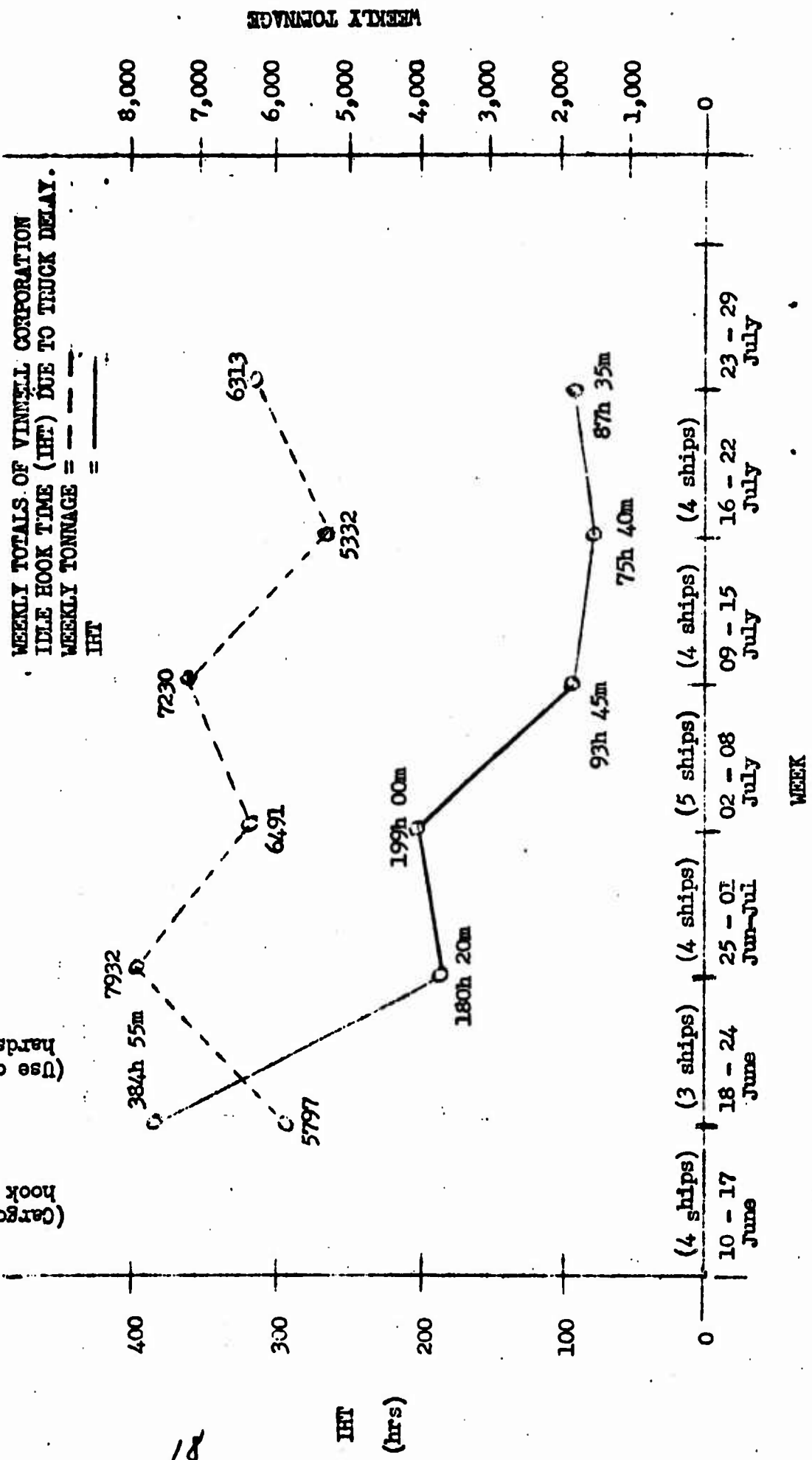
TEL: CRB 2714

6 Incl
as

/s/ James J. Leonard
/t/ JAMES J. LEONARD
MAJ, TC
Commanding

INCL 2

(Cargo direct from hook to truck)
(Use of hardstand began)



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DEPARTMENT OF THE ARMY
10th TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10*DOC

14 July 1967

SUBJECT: Idle Hook Time, Week of 10 June-17 June

<u>DATE</u>	<u>PIER</u>	<u>CARGO</u>	<u>IHT (TRUCK DELAY)</u>	<u>OTHER</u>
10 June	3A, Green Cove	Chill	1 Hr 45M	0
	3B, Xavier Vic	GENNOS, Lumber	22 Hr 45 M	0
11 June	3A, Green Cove	GENNOS, Lumber	47 Hr 45 M	0
	3B, Xavier VIC	GENNOS Lumber	44 H r 40 M	0
12 June	3A, Green Cove	GENNOS, Sand Bag	38 Hr 45 M	0
	3B, Xavier Vic	Lumber, Sand Bag	45 Hr 40 M	0
13 June	3A, Green Cove	GENNOS, Lumber	55 Hr 10 M	0
	3B, Xavier Vic	Poles, Lumber	31 Hr 45 M	0
14 June	3A, Green Cove	GENNOS, Lumber	38 H r 30 M	0
	3B, Xavier Vic	GENNOS, Lumber	22 H r 45 M	0
15 June	3A, Green Cove	Lumber	16 Hr 30 M	0
	3B, Xavier Vic	Lumber	12 Hr 25 M	0
16 June	3A, Green Cove	Lumber	4 Hr 40 M	0
	3B, African Glade	GENNOS, Lumber	2 Hr 30 M	0
17 June	3A, San Juan	No Discharge	0 Hr 0 M	0
	3B, African Glade	GENNOS	0 Hr 0 M	0
1800 Hrs 9 June-1800 Hrs 17 June, Total			384 Hr 55 M	0

SUMMARY

<u>SHIP</u>	<u>CARGO</u>	<u>DAYS WORKED</u>	<u>TOTAL IDLE</u>	<u>AVG IDLE/DAY</u>
Green Cove	General/Lumber	7	203:05	30:23
Xavier Vic	General/Lumber	6	179:20	29:52
African Glade	General/Lumber	2	2:30	1:15
San Juan	No Discharge	-	-	-

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DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-DOO

14 July 1967

Week of 18 June - 24 June

<u>DATE</u>	<u>PIER</u>	<u>CARGO</u>	<u>IHT (Truck Delay)</u>	<u>Other</u>
18 June	3A, San Juan	Chill	11 Hr 55 M	0
	3B, African Glade	GENNOS	0 Hr 0 M	0
19 June	3A, San Juan	Chill	2 Hr 45 M	0
	3B, African Glade	GENNOS	31 Hr 15 M	0
20 June	3A, Trans Pacific	Chill	1 Hr 35 M	0
	3B, African Glade	GENNOS	12 Hr 15 M	0
21 June	3A, Trans Pacific	GENNOS, PSP	21 Hr 50 M	0
	3B, African Glade	Rations	12 Hr 45 M	0
22 June	3A, Trans Pacific	GENNOS, PSP	13 Hr 40 M	0
	3B, African Glade	Rations	6 Hr 55 M	0
23 June	3A, Trans Pacific	GENNOS, PSP	15 Hr 50 M	0
	3B, African Glade	GENNOS	12 Hr 55 M	0
24 June	3A, Trans Pacific	GENNOS, PSP	27 Hr 55 M	0
	3B, African Glade	GENNOS	8 Hr 45 M	0

1800 Hrs 17 June - 1800 Hrs 24 June TOTAL 180 Hr 20 M

SUMMARY

<u>SHIP</u>	<u>CARGO</u>	<u>DAYS WORKED</u>	<u>TOTAL IDLE</u>	<u>AVG IDLE/DAY</u>
San Juan	Reefer (Reefer)	2	14:49	7:20
African Glade	GENNOS	6	84:50	14:08
Trans Pacific	GENNOS, Landing Mats	1	80:50	16:08
TOTAL:			180:20	

DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-S3

14 JULY 1967

SUBJECT: Idle hook Time, Week of 25 JUNE - 1 JULY

DATE	PIER	CARGO	IHT (TRUCK DELAY)	OTHER
25 JUNE	3A, TRANS PACIFIC	GENNOS	5 HR 10 MIN	0
	3B, JUNIOR	REEFER	15 HR 10 MIN	0
26 JUNE	3A, S IOUX FALLS	L/MATS	14 HR 25 MIN	0
	3B, JUNIOR	REEFER	21 HR 50 MIN	0
27 JUNE	3A, S IOUX FALLS	L/MATS	5 HR 30 MIN	0
	3B, JUNIOR	REEFER	9 HR 50 MIN	0
28 JUNE	3A, S IOUX FALLS	L/MATS	35 HR 0 MIN	0
	3B, JUNIOR	REEFER	6 HR 45 MIN	0
	5A, TULANE	AMMO	(No hatch to work-standby)	9HR
29 JUNE	3A, SIOUX FALLS	L/MATS	9 HR 15 MIN	0
	3B, HERKIMER	GEN, CONEX	0 0	0
30 JUNE	3A, S IOUX FALLS	GEN, CONEX	33 HR 35 MIN	0
	3B, HERKIMER	L/MATS	5 HR 10 MIN	0
1 JULY	3A, S IOUX FALLS	L/MATS	37 HR 20 MIN	0
	3B, HERKIMER	GENNOS	0 HR 0 MIN	0
1800 HRS 24 JUNE - 1800 HRS 1 JULY TOTAL			199 HR 0 MIN	9 HRS

SUMMARY

SHIP	CARGO	DAYS WORKED	TOTAL IHT	AVG IDLE
TRANS PACIFIC	AMMO	1	5:10	5:10
JUNIOR	REEFER	4	53:35	13:20
S IOUX FALLS	LA NDING MAT	6	135:05	22:30
HERKIMER	CONEX, GEN	3	5:10	1:45
TOTAL			199:00	

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DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-DOC

14 July 1967

SUBJECT: Idle Hook Time, Week of 2 July - 8 July

<u>DATE</u>	<u>PIER</u>	<u>CARGO</u>	<u>IHT (Truck Delay)</u>	<u>OTHER</u>
2 July	3A, Sioux Falls	Landing Mats	32 Hr 30 M	0
	3B, Asterion	Reefer	9 Hr 40 M	0
3 July	3A, Sioux Falls	Landing Mats	0 Hr 0 M	0
	3B, Asterion	Reefer	9 Hr 40 M	0
4 July	3A, Sioux Falls	Landing Mats	0 Hr 0 M	0
	3B, Asterion	Reefer	4 Hr 55 M	0
5 July	3A, Sixaola	Reefer	6 Hr 55 M	0
	3B, Asterion	Reefer	3 Hr 10 M	0
6 July	3A, CCNY	Landing Mats	2 Hr 55 M	0
	3B, Asterion	Reefer	1 Hr 25 M	0
7 July	3A, CCNY	Landing Mats	0 Hr 0 M	0
	3B, Red Oak	Lumber	17 Hr 50 M	0
8 July	3A, CCNY	Landing Mats	0 Hr 0 M	0
	3B, Red Oak	Poles	<u>5 Hr 45 M</u>	<u>0</u>
1800 Hrs 1 July - 1800 July, TOTAL:			93 Hrs 45 M	

SUMMARY

<u>SHIP</u>	<u>CARGO</u>	<u>DAYS WORKED</u>	<u>TOTAL IDLE</u>	<u>AVG IDLE/DAY</u>
Sioux Falls	Land Mats	3	32:30	10:50
Asterion	Reefer	5	28:50	5:40
Sixaola	Reefer	1	6:55	6:55
CCNY	Land Mats	3	2:55	:55
Red Oak	Poles	2	<u>22:35</u>	11:17
Total:			93:45	

DEPARTMENT OF THE ARMY
10TH TRANSPORTATION BATTALION (TERMINAL)
APO 96312

AVCA CR-P-10-DOC

19 July 1967

SUBJECT: Idle Hook Time, Week of 9 July - 15 July

<u>DATE</u>	<u>PIER</u>	<u>CARGO</u>	<u>IHT (Truck Delay)</u>	<u>OTHER</u>
9 July	3A, Lawrence	Gennos	0 Hr 25 M	0
	3B, Comayagua	Reefer	4 Hr 05 M	0
10 July	3A, Hastings	Beer, Gennos, Steel	11 Hr 25 MM	0
	3B, Comayagua	Reefer	1 Hr 25 M	0
11 July	3A, Hastings	Beer, Gennos, Steel	2 Hr 40 M	0
	3B, Comayagua	Reefer	1 Hr 00 M	0
12 July	3A, Hastings	Beer, Gennos, Steel	12 Hr 00 M	0
	3B, Comayagua	Reefer	1 Hr 15 M	0
13 July	3A, Hastings	Beer, Gennos, Steel	1 Hr 50 M	0
	3B, Comayagua	Reefer	1 Hr 10 M	0
14 July	3A, Hastings	Beer, Gennos, Steel	14 Hr 20 M	0
	3B, Topa Topa	Gennos, Veh Sub	18 Hr 00 M	0
15 July	3A, Hastings	Beer, Gennos, Steel	3 Hr 05 M	0
	3B, Topa Topa	Gennos, Veh Sub	<u>3 Hr 00 M</u>	0
1800 Hrs 8 July - 1800 15 July, Total:			75 Hr 40 M	

SUMMARY

<u>SHIP</u>		<u>DAYS WORKED</u>	<u>TOTAL IDLE</u>	<u>AVG IDLE/DAY</u>
Hastings	Beer, Gennos, Steel	6	45:20	7:32
Comayagua	Reefer	5	08:55	1:48
Topa Topa	Gennos, Veh, Sub	2	21:00	10:30
Lawrence	Gennos	1	<u>00:25</u>	00:25
Total:			75:25	